

SOUTH CAMBRIDGESHIRE DISTRICT COUNCIL

REPORT TO: Planning Committee

11 May 2011

AUTHOR/S: Executive Director (Operational Services)/
Corporate Manager (Planning and New Communities)

S/1362/10 - PAMPISFORD

**Erection of Two Business Units (Class B1), Access, Revised Parking and
Associated Infrastructure: Phase 2 (Extension of Time of Planning Permission
S/1060/07/F) - Iconix, Pampisford Park, London Road
for Turnstone (Cambridge) Limited**

Recommendation: Approve Conditionally

Date for Determination: 10 November 2010

This Application has been reported to the Planning Committee for determination because the recommendation of Pampisford Parish Council does not accord with the officer recommendation. The application was withdrawn from Planning Committee 1 December 2010 to enable further traffic information to be obtained.

Site and Proposal

1. The site, which extends to 1.67 hectares, rises gently to the southwest towards the A1301 Sawston By-Pass. There is a 2m high hawthorn hedge on a low bank along the London Road/east frontage, a B1 (Business) building to the south, and commercial premises on "Sawston Park" to the north. The bypass to the west is set down below the level of the site. The site includes one single storey and several two-storey business units, comprising 2,861 sq.m. floorspace, an open storage depot, frontage to a disused petrol filling station and a high telecommunication mast.
2. This full application, received on 11 August 2010, proposes the extension of the time limit for the commencement of development for a further five years. Planning permission reference S/1060/07/F was granted 6 September 2007 for the erection of two B1 (Business) units, comprising B1(a) office and B1(b) research and development. The buildings have dimensions 49m x 19m approximately x 8.75m high to top of roof, and 11.05m high to top of plant room roof (combined 3,744 square metres of gross external floor area). The proposal included new and reconfigured car parking (200 spaces in total, 107 spaces for the proposed buildings and 93 spaces for the adjacent existing buildings), a new access to London Road and landscaping. Cycle parking is also proposed. The buildings would be faced with metallic silver horizontal metal panelling system, vertical gault brick panels and would have a flat roofing membrane system behind a brick parapet wall. Two existing accesses onto London Road would be closed off.
3. The application is supported by a Transport Statement:
 1. a traffic survey of the site, and junction capacity surveys of the junction of London Road and A1301, and the A505 roundabout, and at a

comparable office premises Morgan Sindall/ Bluestone offices in Sawston;

2. detailed all modes assessment of the proposed development;
 3. improvement to the section of existing footway to the east of the site to provide a footway/cycleway joining up with the existing provision adjacent to the A505 roundabout;
 4. the provision of a nearside passing bay in the Sawston Bypass at its junction with London Road;
 5. 10% reduction in parking provision;
 6. Amendment to the Travel Plan to reduce single-occupancy car journeys, improvements to local cycleways, consideration of a shuttle bus service, priority parking for car sharing, shower facility for cycle users, and a Travel coordinator and a Managing Agent.
 7. As part of the Travel Plan, surveys are proposed of the impact of the development on traffic conditions through Pampisford.
 8. inclusion of a stage 1 safety audit of the proposed access in the Transport Assessment.
4. An updated Transport Statement dated 19 April 2011 has been provided which incorporates traffic survey results for Wednesday 19 January 2011. This has concluded that the A505/A1302 roundabout is operating at much the same capacity as in 2007. In fact there has been a drop of around 6% in both the weekday AM and PM peak periods. There are similar queue lengths on all the approach arms to the roundabout.
5. The application is accompanied by a Design and Access Statement, Ecological Appraisal, Arboricultural Report and Tree Survey, an Archaeological desk-based Assessment, Ground Investigation Report, Contamination and Remediation Statements, Flood Risk Assessment and a Foundation Works Risk Assessment.

Planning History

1. Application reference S/2134/06/F for similar development was refused at Planning Committee on 7.2. 2007 following a site visit by Members. The reasons for refusal followed on from the advice of the Local Highway Authority on the grounds of an inadequate Transport Assessment and inadequate capacity assessment of the A1301/A505 junction.
2. S/1060/07/F: Two B1 (Business) Units, New Access, Reconfigured Car Park and Ancillary Infrastructure (Phase 2) Approved 6.9.2007
3. S/1061/07/O: B1 (Business) development (Phase 3) Approved 6.9.2007

Planning Policy

4. **LDF Adopted Core Strategy Development Plan Document (2007)**

ST/8 (Employment Provision)

South Cambridgeshire Development Control Policies Development Plan Document (2007)

DP/1 (Sustainable Development)

DP/2 (Design of New Development)

DP/3 (Development Criteria)

ET/1 (Limitations on the Occupancy of New Premises in South Cambridgeshire)
ET/4 (New Employment Development in Villages)
SF/6 (Public Art and New Development)
TR/1 (Planning for More Sustainable Travel)
TR/2 (Car and Cycle Parking Standards)
TR/3 (Mitigating Travel Impact)
NE/1 (Energy Efficiency)
NE/3 (Renewable Energy Technologies in New Development)
NE/6 (Biodiversity)
NE/8 (Groundwater)
NE/11 (Flood Risk)
NE/12 (Water Conservation)
NE/14 (Lighting Proposals)
NE/15 (Noise Pollution)
NE/16 (Emissions)

Local Development Framework Site Specific Policies DPD (2010)
SP/12 (Allocations for Class B1 Employment Uses) part b: Pampisford, west of Eastern Counties Leather, London Road.

South Cambridgeshire Local Development Framework Supplementary Planning Documents

Public Art SPD (2009)
Trees & Development Sites SPD (2009)
Biodiversity SPD (2009)
District Design Guide SPD (2010)

Consultations

5. **Pampisford Parish Council:** Objection to the proposal, on grounds also put forward in response to the applications in 2006 and 2007:

“Pampisford Parish Council objected to the original planning application on the grounds that it failed to address a number of fundamental problems.

OVERCROWDED SITE

The proposed development of a further 4 buildings on the site is excessive. Development on this scale in a village of only 300 people is inappropriate. Unit 1 (part of Phase 1) is believed to be only partly occupied.

NON-COMPLIANCE WITH POLICY EM6

South Cambridgeshire District Council Planning Policy EM6 states that planning permission will only be granted for development where “there would be no adverse impact on residential amenity, traffic conditions, village character and other environmental factors”. The proposed development fails on these counts greatly. The Parish Council cannot understand why planning permission was granted in the first place.

TRAFFIC CONGESTION

The parking provision for these buildings totals more than 300 places, and with visitor traffic including delivery vehicles added on, this will generate additional traffic flows on a huge scale. This will have an impact on the local road network, especially the roundabout on the nearby A505. Traffic

congestion has increased since 2007. At peak times, both morning and evening, long queues are generated on all roads. On the A505 these often extend back to the M11 junction to the west and to the dual carriageway to the east. Iconix transport statement confirms that the roundabout is reaching the limit of its capacity. As a result, rat-running through Pampisford has reoccurred. If the proposed development is allowed, the additional traffic generated will impact seriously on all local traffic movement. Highway improvements on a major scale would be required, for which funds are unlikely to be available. The highway improvements put forward by the developer would not address this problem.

Access to and from the site will cause major difficulties to traffic movements on London Road, which is already heavy during rush hours. The proposals to improve the site access will not do much to alleviate this situation, as the proposed central waiting zone on London Road by the entrance will impact on the grass verges and the footpath as a result of the road being too narrow at this point.

TRANSPORT PLAN

The proposals put forward by the developers are naïve and simplistic. The Iconix buildings will be let to a large number of small firms. It would not be feasible for them to operate the kind of detailed scheme envisaged. Whilst the developer could include some such obligation in the terms of the lease, compliance could not be easily monitored or enforced.

CONCLUSION

For the reasons stated above, Pampisford Parish Council are solidly opposed to the scale of the development and recommend rejection of this application. There is enough industrial and commercial development within the parish of Pampisford. To allow more would have an adverse effect on the quality of life for the residents and would result in major disruption to traffic movements in the area.

If, notwithstanding our deep concerns over this development, SCDC is minded to approve this application; there are a number of important conditions we would wish to see imposed. The Parish Council does not feel that these were considered seriously enough when planning permission was granted.

- a) Scale back: The development should be scaled back to be more in keeping with the character of the village and the spirit of Policy EM6.
- a) Transport and additional traffic: There must be provision for traffic calming and other measures to control rat-running through the village.
- b) Widening of London Road The intended widening of London Road for a turning lane to the site must not impact on the footpath and grass verge.
- c) Cycleways: Local cycleways need joining up, between Pampisford and the west side of Whittlesford station, Sawston, along the bypass, A1301 and A505 eastwards.
- d) Number of employees: Controls on number of employees in the tenant businesses (following policy EM6)

e) Light pollution: There should be strict controls on light pollution from the site. The unoccupied building in Phase 1 is already illuminating the surroundings to an unnecessary degree.

f) Hazardous substances: There should be strict controls of/ restrictions on hazardous substances, which might be used in some small light industry/ lab research operations, particularly in relation to disposal. There is already polluted ground water in the area.

g) Entry to the village: There should be a defined acknowledgement that people are entering the village as you come to 30mph sign on London Road – such as a fence, village name, village sign or traffic calming measures.

6. **Sawston Parish Council** – recommendation of approval (no further comments).
7. **Local Highway Authority** – no objection to the extension of the time limit. Any comments on the updated Transport Statement will be reported to Members.
8. **Highways Agency** – no objection.
9. **Council's Drainage Manager** – No objection, subject to compliance with Environment Agency restrictions on surface water discharge rates (brought forward from S/1060/07/F).
10. **Ecology Officer** – No objection. In the previous application, the proposals were considered to be satisfactory, subject to clarification of boundary planting and to a condition to require provision of bird and bat boxes, and pollarding of willows on the site.
11. **Landscape Design Officer** – No objection to the scheme, subject to a condition requiring detailed landscaping to be agreed (brought forward from S/1060/07/F).
12. **Trees and Landscape Officer**- No objection, subject to a condition for further landscaping of the enlarged car park should planning permission be approved (brought forward from S/1060/07/F).
13. **Corporate Manager (Health and Environmental Services)** – No objection, subject to a revised condition to require details of the lighting scheme to be submitted for approval.
14. **Scientific Officer (Contaminated Land)** - Notes that there is substantial contamination to soils and groundwater, which should be the subject of remediation and regulated by a condition on the planning permission.
15. **Cambridgeshire Fire and Rescue Service** has requested a condition to require provision of fire hydrants on the site (comment brought forward from S/1060/07/F).
16. **Police Architectural Liaison Officer** – Comments that the external walls should be robust enough to withstand criminal attack such as the cutting or removal of metal panels. He would prefer secure fencing to be placed on the embankment backing onto the A1301 Sawston bypass.

17. **County Archaeological Unit** – the applicant has submitted a desk-top archaeological assessment, and further investigations are unnecessary.
18. **Environment Agency** – The EA considers the flood risk assessment to be acceptable in principle, but has requested clarification of details relating to the flood compensation area. The EA has recommended several conditions, and a S106 Agreement to safeguard the flood compensation area in perpetuity, and to safeguard it from inappropriate development (comment brought forward from S/1060/07/F).
19. **Anglian Water** – Recommends a condition to require the submission of foul and surface water drainage proposals for the scheme (comment brought forward from S/1060/07/F).
20. **Cambridge Water Company** – Any planning consent should include conditions to prevent ground water contamination in the chalk aquifer from the development (comment brought forward from S/1060/07/F).

Representations

21. **District and County Councillor Tony Orgee** has written to object to the application, stating:
 22. 'I wish to make the following comments about planning applications S/1362/10 and S/1363/10 by Iconix. These planning applications are for the extension of time of applications S/1060/07/F and S/1061/07/F.
 23. Pampisford Parish Council has already written to you about these planning applications and I fully endorse all the comments they have made.
 24. The fundamental question for me is: have there been any significant changes since the original applications were made. To this, I answer a definite Yes.
 25. It is now very common, particularly when travelling on the A505 in the morning and evening 'rush hour' periods, to see traffic tailing back from the Sawston roundabout as far as the M11 motorway. This is a daily occurrence. I have even seen the tailback as far as down the slip road and onto the motorway itself. This is significant and highly dangerous.
 26. Traffic also extends back to the east of the Sawston roundabout, and on particularly bad mornings, traffic rat-runs through Pampisford Village
 27. The addition of another 300 jobs in the area, as proposed by Iconix, can only have serious consequences for traffic congestion on the A505. As such, I do not believe that the road infrastructure in the immediate area can sustain the extra traffic that would result from the Iconix proposals. I do not believe that the road improvements suggested by Iconix would address the traffic problems in any meaningful way.
 28. I therefore completely agree with the well-argued views of Pampisford Parish Council that the applications S/1362/10 and S/1353/10 should be rejected.
1. If, however, officers are minded to approve these applications, then the applications should only be approved with far more stringent

requirements than is the case with the original applications, regarding encouraging future employees to travel to the site by means other than the car. Any conditions / section 106 requirements should include making a significant contribution to improving cycling facilities in the immediate area. This must include upgrading the footway south of the Iconix site to a dual footway/cyclepath as far as the Sawston roundabout, where it would meet up with the cycleway provided as part of the Genome campus approval some years ago. There is also an extremely strong case for providing a cycleway alongside the Sawston bypass (A1301) to its northern end, and also a safe crossing over the A1301. Any travel to work plan must be realistic and achievable.

29. In summary, I oppose these applications because I believe that the traffic consequences of approving them would make an already overloaded road even more congested. In my view the measures suggested by Iconix to address this significant traffic problem would not be successful and local residents would have to live with the consequences. The almost certain increase in rat-running through the village, if these applications were approved and implemented, would, in my view, have an adverse effect on residential amenity, village character and the local environment.
30. We do need jobs, but we also need appropriate infrastructure to support them. More and more, local businesses are telling us that lack of infrastructure is holding back jobs creation. In this case, the local infrastructure requirements are such that any section 106 funding from an individual development is unlikely to be sufficient to address local needs.'

Planning Comments

Employment Policies

31. The site is brownfield/previously-developed land within the Village Framework. Structure and Local Development Framework policies encourage business development on such sites, subject to limitations on occupancy for Class B1 premises being imposed by condition (Policy ET/1 of the South Cambridgeshire Development Control Policies Development Plan Document).
32. Although the site is within the Pampisford Village Framework, it is also very close to Sawston Village Framework, a Rural Centre. Policy ET/4 of the Development Control Policies DPD supports small-scale (firms who employ 25 people or less) B1 development in this circumstance.
33. Having regard to the size of each unit, approximately 1,870 sq.m, and the car parking available to each, 53/54 spaces, it is possible that each unit would, if occupied by a single user, employ more than 25 persons. However, it is not considered that this is harmful in the context of existing employment land, and that each unit is similar in size to that approved at Unit 1 in 2005 and that an occupancy condition is proposed in order to comply with Policy ET/1.

Character and Appearance

34. The proposed buildings will back on to existing unattractive commercial buildings to the north. They will be seen from both London Road and the A1301, Sawston By-pass, but in the context of commercial buildings on either

side. Street elevations illustrate that, although the roof of the buildings will be some 2m higher than the commercial buildings to the north (plant room a further 2.3m higher), the roof of the buildings will be 1.22m lower than the recently constructed Unit 1 and 0.15m higher than the adjoining building at Unit 3 to the south. The top of the plant room will be the same as that on Unit 1 and 0.85m below that of the plant room on Unit 3. These proposed plant rooms are, however, recessed approximately 7.5m and 5.5m from the end and principal elevations respectively of each building. In terms of scale, design and appearance I conclude that the proposal is acceptable.

Transportation

35. The proposed new access achieves 4.5m x 90m visibility splays, appropriate to the scale of the development and the 30 mph speed limit on London Road. It provides a protected right-turning lane which does not exist for either of the two existing accesses, which would be closed. In principle highway safety on London Road will be improved.
36. Car parking has been provided at a ratio over the entire site of 1 space per 35.7 sq.m. gross floor area to accord with the Local Plan maximum standard of 1 space per 30sq.m. for development over 2,500 sq.m. Disabled car parking provision has been provided at 5% of capacity (6 spaces). Covered and secure cycle parking is provided at 1 space per 50 sq.m. gross floor area. Although this is commensurate with the level of provision approved as part of the 2005 permission for Unit 1, it does not accord with the Development Control Policies DPD standard of 1 space per 30 sq.m. gross floorspace. In conjunction with a Travel Plan, it is considered that this provision will be adequate, and is supported by the Local Highway Authority.
37. The site is located 1.6km from Whittlesford railway station and close to bus stops on London Road, along which a frequent service operates. Each business unit will be subject to a Travel Plan by condition of the planning permission.
38. To the south of the site, London Road merges into the A1301 Sawston By-Pass at a very acute angle. The 2007 Transport Statement assessed traffic flows for the full development opening year of 2010. The Statement concluded that in 2010, the site access and junction of London Road/ A1301 Sawston Bypass would operate 'with substantial reserve capacity in weekday peaks', whereas the A505 roundabout was already approaching capacity in weekday peak periods. The report noted that 'with the introduction of traffic growth and development trips through to 2010 both the A1301 eastern approach and the A505 southern approach are predicted to be at the limit of capacity'. The Local Highway Authority did not require any further improvements to the roundabout, and, in the revised Transport Statement, the predicted rise in traffic on the roundabout has not materialised..
39. The Travel Assessment proposes monitoring the amount of rat-running through Pampisford. The agent comments that there would be a small likelihood of such rat-running, based on predicted development trips in weekday peak periods. The Local Highway Authority has described the proposed Travel Plan as 'highly aggressive', which will include traffic surveys of movements within Pampisford and to enable mitigation measures to be taken, if necessary.

Drainage and Flood Risk

40. The displacement of flood waters by buildings will be compensated for within the site on a level by level, volume by volume basis up to 1 in 100 year flood level. This is detailed in the Flood Risk Assessment, which is acceptable to both the Environment Agency and the Council's Drainage Manager, subject to the imposition of a number of conditions on any planning permission.

Ground Contamination

41. The Ground Investigation Report and Foundation Works Assessment recommends that localised remediation is necessary to mitigate the impact of concentrations of chromium and various hydrocarbons which were proven in soils. The appropriate and suitable foundations for each building are identified in these reports. A suitable condition is recommended.

Landscaping and Ecology

42. The proposed landscaping belt along the south west boundary will vary in width from 5m to 10m. Native tree and shrub species will reflect the previously approved scheme for Phase 1 (Unit 1). In the northern section of this belt an existing open watercourse will be retained but will require re-profiling. The existing access gaps on London Road will be closed by the planting of a native hedge, the species being selected from the existing hedge on this frontage.
43. At the rear of Units 2 and 3 the extended and reconfigured car park is shown to be planted with trees at intermittent distances, which is an improvement over the previous application.
44. The Ecological Appraisal found no habitats of ecological value although features on site offer opportunities for local wildlife. A survey found no evidence of bat roosts, and a low population of common lizards at the edge of the development area. The report recommends that a reptile mitigation strategy be prepared. Any removal of vegetation should be conducted outside of the bird nesting season (March-August).

Energy conservation, renewable energy and water conservation.

45. The previous grant of planning permission did not fully assess the potential for energy conservation, renewable energy provision or water conservation measures to be incorporated into the scheme. In issuing a renewal of planning permission, it is considered that suitable conditions should be attached in order to comply with LDF Policies NE/1, NE/3 and NE/12.

Extended time period

46. The application proposes a five year period for implementation of the development. Current Government advice set out in '*Guidance: Greater Flexibility for Planning Permissions*' (2009) acknowledges that Local Planning Authorities have discretion in legislation to grant longer permissions if this is justified on planning grounds. In the current economic downturn, it is considered that the extended period for commencement would provide greater certainty for the developer which would be in the interests of the

economic development of this brownfield site that is in a sustainable location and which falls in part within the employment designation ST/12.

Conclusion

47. The concerns of Pampisford Parish Council are acknowledged, but it is not considered that these amount to sufficient grounds for refusal of planning permission, taking into account the provisions of the development plan and the advice received from consultees, as indicated.

Recommendation

48. Approval, subject to conditions, to include:
1. **The development hereby permitted shall be begun before the expiration of 5 years from the date of this permission.**
(Reason - To ensure that consideration of any future application for development in the area will not be prejudiced by permissions for development which have not been acted upon.)
 2. **The development hereby permitted shall be carried out in accordance with the following approved plans: (to be completed)**
(Reason - To facilitate any future application to the Local Planning Authority under Section 73 of the Town and Country Planning Act 1990.)
 3. **No development shall commence until details of**
 - a. **Samples of materials to be used for the external walls and roofs.**
(Reason - To ensure the appearance of the development is satisfactory in accordance with Policy DP/2 of the adopted Local Development Framework 2007.)
 - b. **Details of the covered secure cycle parking.**
(Reason - To encourage alternative means of travel to the site in accordance with Policies DP/1, TR/1 and TR/2 of the adopted Local Development Framework 2007.)
 - c. **Details of tree pits and accommodation of tree roots adjacent to retaining walls and ramps.**
(Reason - To ensure the development is satisfactorily assimilated into the area and enhances biodiversity in accordance with Policies DP/2 and NE/6 of the adopted Local Development Framework 2007.)
 - d. **A water conservation strategy to show practicable measures for water conservation and recycling in the development.**
(Reason- In the interests of water conservation in the development in accordance with Policies DP/1 and NE/12 of the adopted Local Development Framework 2007)
- have been submitted to and approved in writing by the Local Planning Authority; the development shall be carried out in**

accordance with the approved details.

4. **No development shall take place until full details of both hard and soft landscape works have been submitted to and approved in writing by the Local Planning Authority. These details shall include indications of all existing trees and hedgerows on the land and details of any to be retained, together with measures for their protection in the course of development. The details shall also include specification of all proposed trees, hedges and shrub planting, which shall include details of species, density and size of stock.**

(Reason - To ensure the development is satisfactorily assimilated into the area and enhances biodiversity in accordance with Policies DP/2 and NE/6 of the adopted Local Development Framework 2007.)

5. **All hard and soft landscape works shall be carried out in accordance with the approved details. The works shall be carried out prior to the occupation of any part of the development or in accordance with a programme agreed in writing with the Local Planning Authority. If within a period of five years from the date of the planting, or replacement planting, any tree or plant is removed, uprooted or destroyed or dies, another tree or plant of the same species and size as that originally planted shall be planted at the same place, unless the Local Planning Authority gives its written consent to any variation.**

(Reason - To ensure the development is satisfactorily assimilated into the area and enhances biodiversity in accordance with Policies DP/2 and NE/6 of the adopted Local Development Framework 2007.)

6. **Notwithstanding the provisions of Article 3 and Schedule 2 of the Town and Country Planning (General Permitted Development) Order 1995 (or any order revoking or re-enacting that order with or without modification) - for a period of ten years from the date of first occupation of each of the hereby permitted buildings, they shall only be used and occupied as follows:**

(a) Offices

- (i) Normally to the provision of a local or sub-regional service or administrative facility principally for persons resident or organisations situated in the Cambridge area excluding national or regional headquarters offices; or**
- (ii) To a maximum floorspace of normally 300 square metres;**

and/or

(b) Research and Development

- (i) To the provision for high technology research and development firms, or organisations, which can show a special need to be closely related to the universities, or other established facilities or associated services in the Cambridge area;**

and/or

(c) Light industry to a maximum planning unit size of 1,850 square metres of floorspace.

(Reason - To comply with Policy ET/1 of the adopted Local Development Framework 2007, which limits employment development in the Cambridge area to uses that need to be located close to Cambridge.)

7. **No development shall take place until details of off-site highway works (safety improvements to A1301/London Road junctions, cycleway improvements and site access) have been submitted to and approved by the Local Planning Authority. The approved works shall be implemented before the buildings, hereby approved, are first occupied or in accordance with a scheme of implementation that shall have previously been submitted to and approved in writing by the Local Planning Authority in consultation with Cambridgeshire County Council as Local Highway Authority.**

(Reason - In the interest of highway safety in accordance with Policy DP/3 of the adopted Local Development Framework 2007.)

8. **Neither building shall be occupied until a Travel Plan has been submitted to and approved by the Local Planning Authority; implementation of the Plan shall be carried out in accordance with the approved details of the Plan.**

(Reason - To encourage car sharing and the use of alternative means of travel to the site in accordance with Policies DP/1 and TR/1 of the adopted Local Development Framework 2007.)

9. **The development shall not be occupied until the area shown on amended site plan date stamped 25 July 2007 No. P037/105 revP5 has been drained and surfaced (or other steps as may be specified), and that area shall not thereafter be used for any purpose other than the parking loading and unloading turning of vehicles except as may be required in the approved Travel Plan.**

(Reason - In the interests of highway safety in accordance with Policy DP/3 of the adopted Local Development Framework 2007.)

10. **Details of the location and type of any power driven plant or equipment including equipment for heating, ventilation and for the control or extraction of any odour, dust or fumes from the buildings but excluding office equipment and vehicles and the location of the outlet from the buildings of such plant or equipment shall be submitted to and approved in writing by the Local Planning Authority before such plant or equipment is installed; the said plant or equipment shall be installed in accordance with the approved details and with any agreed noise restrictions.**

(Reason - To protect the occupiers of adjoining buildings from the effect of odour, dust or fumes in accordance with Policy NE/16 of the adopted Local Development Framework 2007.)

11. **No power operated machinery (or other specified machinery) shall be operated on the premises before 8.00 am on weekdays and 8.00 am on Saturdays nor after 6.00 pm on weekdays and 1.00 pm on Saturdays (nor at any time on Sundays or Bank**

Holidays), unless otherwise previously agreed in writing by the Local Planning Authority in accordance with any agreed noise restrictions.

(Reason - To minimise noise disturbance to adjoining residents in accordance with Policy NE/15 of the adopted Local Development Framework 2007.)

12. **No development shall commence until a scheme ecological enhancement, including measures for the erection of bird and bat boxes and the pollarding of willow trees, has been submitted to and approved in writing by the Local Planning Authority; the scheme shall be implemented in accordance with the approved details and an approved timetable.**

(Reason - To enhance ecological interests in accordance with Policies DP/1, DP/3 and NE/6 of the adopted Local Development Framework 2007.)

13. **No development shall take place until full details of a Scheme of Mitigation and Translocation for the Common Lizards has been submitted to and approved in writing by the Local Planning Authority. These measures shall include:**

(a) Appropriate surveys undertaken in order to determine the population size and distribution across the site.

(b) Clear definitions of the Scheme's aims and objectives.

(c) Evaluation of the ecological requirements of the Common Lizards.

(d) Selection of suitable receptor sites.

(e) Method statement for the species' protection and translocation.

(f) Location of works and/or measures required to successfully implement the translocation.

(g) Full details of long-term management and ownership of the receptor site(s).

(h) Persons responsible for the implementation of the Scheme.

(i) Timing of the Scheme's implementation.

(j) Measures for the monitoring of the Scheme for a minimum period of three years.

No site providing habitat for the Common Lizard shall be destroyed, modified or removed or altered in any way or form (including the removal of surrounding vegetation) until the Scheme of Mitigation and Translocation has been approved and fully implemented, unless otherwise agreed in writing with the Local Planning Authority.

(Reason - Planning Policy Statement 9: Biodiversity and Geological Conservation, seeks the maintenance, enhancement or restoration of biodiversity. The Common Lizard receives protection under the Wildlife and Countryside Act, 1981. The above Scheme seeks to minimise harm and disturbance to the species and ensures compliance with Policy NE/6 of the adopted Local Development Framework 2007.)

14. **No development shall commence until flood compensation works have been carried out in accordance with Flood Risk Assessment for Phases 2 and 3 dated May 2007 and drawings**

numbered 19374:90:001 Rev E and 002 Rev D. The works shall be implemented in accordance with the approved programme unless otherwise agreed with the Local Planning Authority.

(Reason - To prevent the increased risk of flooding in accordance with Policies DP/1 and NE/11 of the adopted Local Development Framework 2007.)

15. **No development shall commence until details of a safe access/egress route, not adversely affecting the flood regime, to land outside the 1 in 100 year floodplain, are submitted to and agreed in writing by the Local Planning Authority. The approved route shall be in place before any occupancy of the buildings.**
(Reason - To provide safe access and egress during flood events and reduce reliance on emergency services. in accordance with Policies DP/1 and NE/11 of the adopted Local Development Framework 2007.)
16. **No spoil or materials shall be deposited or stored in the floodplain nor shall any ground be raised within the floodplain as shown on Drawing No. 19374:90:002 Rev D within the Flood Risk Assessment unless expressly authorised in writing by the Local Planning Authority.**
(Reason - To prevent the increased risk of flooding due to impedance of flood flows and reduction of flood storage capacity in accordance with Policies DP/1 and NE/11 of the adopted Local Development Framework 2007.)
17. **Notwithstanding the provisions of Article 3 and Schedule 2 of the Town and Country Planning (General Permitted Development) Order 1995 (or any order revoking and re-enacting that order), the following classes of development more particularly described in the Order are expressly prohibited within the Flood Compensation Area in accordance with Drawing No. 19374:90:002 Rev D in respect of the property and each unit thereon unless expressly authorised by planning permission granted by the Local Planning Authority in that behalf:**
Part 8 (Industrial and Warehouse Development).
(Reason - To ensure that any development which would not otherwise require planning permission does not lead to an increased risk of flooding to other land/properties, due to impedance of flood flow and reduction in flood storage capacity in accordance with Policies DP/1 and NE/11 of the adopted Local Development Framework 2007.)
18. **The minimum ground floor level of any building involved in the development must be at least 23.96m AOD unless otherwise agreed in writing by the Local Planning Authority.**
(Reason - To provide a reasonable freeboard against flooding and an allowance for climate change in accordance with Policies DP/1 and NE/11 of the adopted Local Development Framework 2007.)
19. **No development shall commence until a flood contingency plan including car parks and warning signage has been submitted to and approved in writing by the Local Planning Authority; the**

approved plan shall be implemented in accordance with the Flood Risk Assessment before any building is occupied and shall thereafter be held on site for use at all times.

(Reason - To ensure the safe access and egress during times of flood in accordance with Policies DP/1 and NE/11 of the adopted Local Development Framework 2007.)

20. **No development shall commence until a scheme for the provision and implementation of foul and surface water drainage has been submitted to and approved in writing by the Local Planning Authority. The works/scheme shall be constructed and completed in accordance with the approved plans/specification at such time(s) as may be specified in the approved scheme.**

(Reason - To prevent the increased risk of flooding by ensuring the provision of a satisfactory method of surface water drainage in accordance with Policies DP/1 and NE/11 of the adopted Local Development Framework 2007.)

21. **No development approved by this permission shall be commenced until:**
- a) **The works specified in the Remediation Method Statement (RSA Geotechnics Report No 10070C dated January 2008, or other document previously agreed in writing by the Local Planning Authority) have been completed, and a validation report submitted to and approved in writing by the Local Planning Authority, in accordance with the approved scheme.**

b) **A verification report for remediation at the site has been submitted to and agreed in writing by the Local Planning Authority. The verification report should confirm that remediation works have been undertaken in accordance with the above Remediation Method Statement, and should set out measures for maintenance, further monitoring and reporting. Any alterations to the agreed report shall be agreed in writing by the Local Planning Authority.**

c) **If, during remediation works, any contamination is identified that has not been considered in the remediation method statement, , then no further development (unless otherwise agreed in writing with the Local Planning Authority) shall be carried out until the developer has submitted to and obtained approval in writing from the Local Planning Authority an amendment to the Method Statement detailing the method for dealing with the previously unidentified contamination.**

(Reason - To ensure that risks from land contamination to the future users of the land and neighbouring land are minimised, together with those to controlled waters, property and ecological systems, and to ensure that the development can be carried out safely without unacceptable risks to workers, neighbours and other offsite receptors in accordance with Policy DP/1 of the adopted Local Development Framework 2007).

22. **No infiltration of surface water drainage into the ground shall take place other than with the express written consent of the**

Local Planning Authority, which may be given for those parts of the site where it has been demonstrated that there is no resultant unacceptable risk to controlled waters.

(Reason - To prevent pollution of controlled waters in accordance with Policies DP/1 and NE/11 of the adopted Local Development Framework 2007.)

23. **Piling or any other foundation designs using penetrative methods will not be permitted other than with the express written consent of the Local Planning Authority, which may be given for those parts of the site where it has been demonstrated that there is no resultant unacceptable risk to groundwater.**
(Reason - The site is contaminated and the proposed foundation solution could lead to the contamination of groundwater in the underlying aquifer.)
24. **The development, hereby permitted, shall be fully protected against the ingress of carbon-dioxide and volatile organic compounds using appropriate (aluminium cored) gas protection membranes: service entry points must be fully sealed.**
(Reason - The development is above the LS9 closed non-inert landfill site used for the disposal of tannery residues. RSA Geotechnics site investigation report 10070A demonstrates the presence of significant VOC and carbon dioxide levels in the ground beneath the development.)
25. **No development shall take place until a scheme for the provision and location of fire hydrants to serve the development to a standard recommended by the Cambridgeshire Fire and Rescue Service has been submitted to and approved in writing by the Local Planning Authority. The development shall not be occupied until the approved scheme has been implemented.**
(Reason - To ensure an adequate water supply is available for emergency use.)
26. **Prior to the commencement of the development a lighting scheme, to include details of any external lighting of the site such as street lighting, floodlighting, security lighting, shall be submitted to and approved in writing by, the Local Planning Authority. This information shall include a layout plan with beam orientation, full isolux contour maps and a schedule of equipment in the design (luminaire type, mounting height, aiming angles and luminaire profiles, angle of glare and shall assess artificial light impact in accordance with the Institute of Lighting Engineers (2005) 'Guidance Notes for the Reduction of Obtrusive Light'. The approved lighting scheme shall be installed, maintained and operated in accordance with the approved details measures unless the Local Planning Authority gives its written consent to any variation.**
(Reason -To minimise the effects of light pollution on the surrounding area in accordance with Policy NE/14 of the adopted Local Development Framework 2007.)
27. **No development shall take place until an energy audit has been submitted to and approved in writing by the Local Planning**

Authority. The energy audit shall include:

- (a) An assessment of the predicted carbon dioxide emissions of the development once occupied;**
- (b) A review of alternative methods for reducing the predicted carbon emissions of the development once occupied and their anticipated effectiveness;**
- (c) Proposals for measuring the effectiveness of the chosen methods for reducing the predicted carbon dioxide emissions of the development once occupied; and**
- (d) Consideration of how the layout, orientation, design and materials used in the construction of the development can affect the consumption and use of energy.**

No development shall be carried out other than in accordance with the approved energy audit.

(Reason - To ensure an energy efficient and sustainable development in accordance with Policies NE/1 and NE/3 of the adopted Local Development Framework 2007 and government guidance in PPS1 Delivering Sustainable Development and PPS22 Renewable energy.)

28. Prior to the occupation of any buildings, an energy statement shall be submitted to and approved in writing by the Local Planning Authority. The energy statement shall include:

- (a) An assessment of the actual effect on carbon dioxide emissions of the measures previously agreed as part of the energy audit.
- (b) A statement of how the layout, orientation, design and materials used in the construction of the development have actually been influenced by the energy audit.
(Reason - To ensure an energy efficient and sustainable development in accordance with Policies NE/1 and NE/3 of the adopted Local Development Framework 2007 and government guidance in PPS1 Delivering Sustainable Development and PPS22 Renewable energy.)

Background Papers: the following background papers were used in the preparation of this report:

- South Cambridgeshire Development Control Policies Development Plan Document (2007)
- Local Development Framework Site Specific Policies DPD (2010)
- South Cambridgeshire Local Development Framework Supplementary Planning Documents
- LDF Adopted Core Strategy Development Plan Document (2007)
- Planning applications S/1061/07/O; S/1060/07/F; S/2134/06/F

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